

BookletChart™



Elk to Fort Bragg

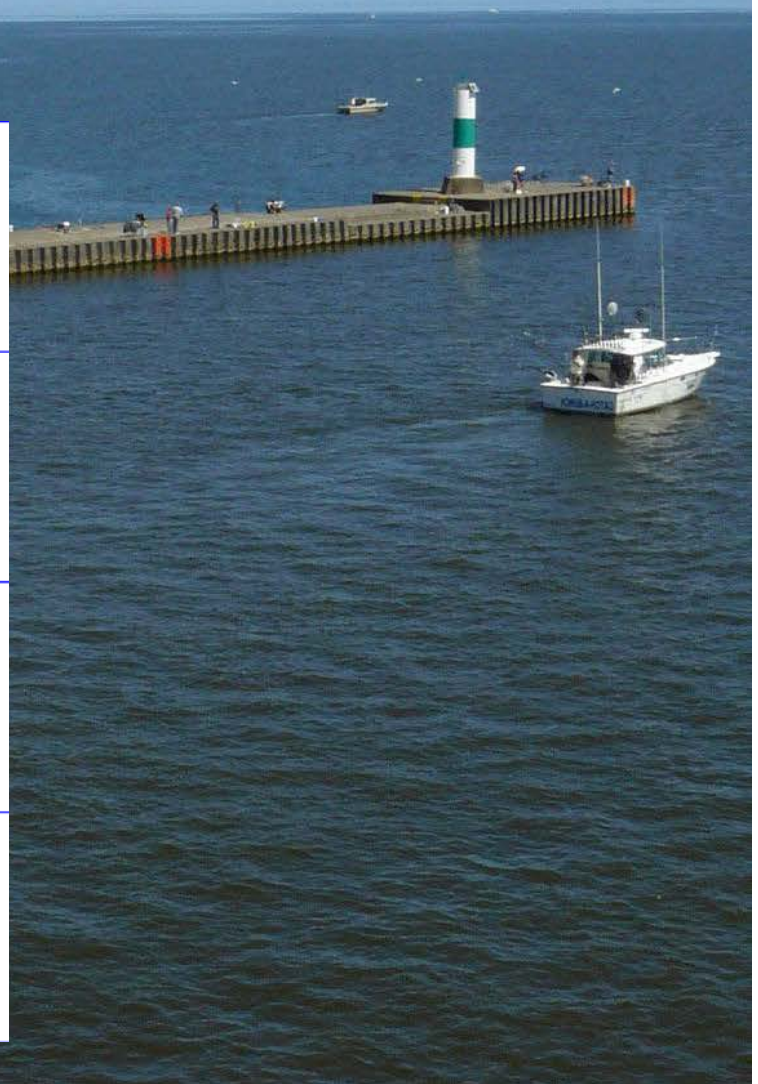
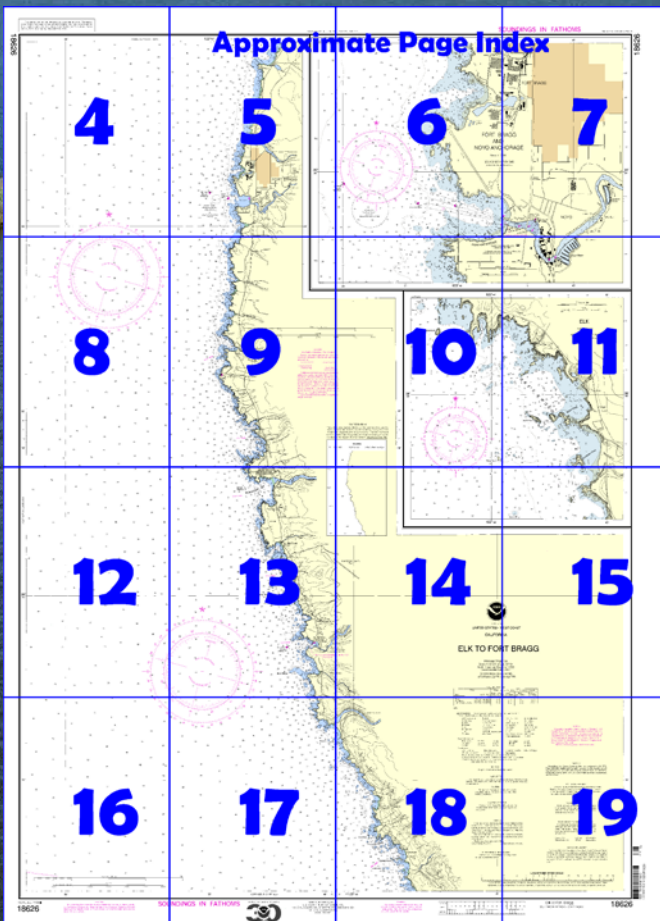
NOAA Chart 18626

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18626>.



(Selected Excerpts from Coast Pilot)

Nose Rock, 10.3 miles N of Point Arena and 0.7 mile offshore from Elk, is 24 feet high. **Casket Rock**, 700 yards NE of Nose Rock, is the outermost of three large rocks W of a 150-foot cliff fronting the village of Elk.

Cuffeys Cove, 11 miles N of Point Arena, is a small anchorage affording fair shelter in NW winds. **Cuffeys Inlet**, just W of the cove, is an excellent anchorage for small boats in N and W weather. Caution is

necessary to avoid the many covered and visible rocks in the approaches to the cove and inlet. A small kelp-covered rock that uncovers lies near the center of the entrance to the inlet.

From Cuffeys Cove for 3 miles to **Navarro River**, the coast consists of cliffs 200 feet high, bordered by outlying rocks. Although the mouth of the river is nearly always closed by a bar with only 1 or 2 feet of water over it, the entrance has fair shelter from NW winds. **Navarro Head**, 405 feet high, is on the N bank of the river.

Noyo Anchorage, 5 miles N of Point Cabrillo, affords fair shelter from N or S. The anchorage is limited to an area about 400 yards long and less than 200 yards wide, with depths of 3½ to 6½ fathoms. Buoys mark the entrance to the anchorage.

Noyo River enters at the head of Noyo Anchorage. A jetty with a light and sound signal is on the N side of the entrance, and a small jetty, with a light off the seaward end, is on the S side of the entrance. A fixed highway bridge with a clearance of 97 feet crosses the river about 300 yards E of the mouth. The river above the first sharp bend affords excellent protection for small boats.

A dredged channel leads between the jetties to **Noyo Basin**, about 0.6 mile above the entrance. In 2007, the controlling depth was 6.7 feet with lesser depths to 3.4 feet along the edges of the channel. Noyo Basin had reported depths of 10 feet. The basin is protected by a breakwater which is marked on its outer end by a light. The river channel is marked by lights, a buoy, and a directional light. **Dolphin Cove** is about 0.5 mile above Noyo Basin just past the federally marked channel; local knowledge is advised. Overhead power cables crossing the river have a least clearance of 80 feet.

Hazardous bar conditions are common at the entrance to Noyo River. Mariners should monitor VHF-FM channel 16 for safety broadcast/advisories concerning the Noyo River and are encouraged to contact the Coast Guard prior to transiting the entrance.

The Coast Guard has established Noyo River Entrance Small Boat Warning Light on the N side of the river in about 39°25'40"N., 123°48'20"W. The light is equipped with two quick flashing yellow lights that will be activated when seas exceed 4 feet in height and are considered hazardous for small boats. Mariners are cautioned that the lights not flashing is no guarantee that sea conditions are favorable. Caution is necessary in entering to avoid the reefs and a rock on the S side of the entrance. Heavy W or SW swells form breakers at the entrance to the river; once inside there is good shelter. With W winds and seas, heavy surge is felt in the river as far as Noyo Basin.

Coast Guard.—The Noyo River Coast Guard Station is located on the S bank of the river, just below Noyo Basin. The station monitors VHF-FM channel 16 or can be reached at 707-964-6612.

Fort Bragg, 30 miles N of Point Arena, is the largest coast town between San Francisco and Eureka. It is near the head of a cove formerly known as **Soldiers Harbor**. The former loading wharf has been removed; lumber is now shipped out by rail and truck. Groceries can be obtained, and minor repairs made.

The cove is constricted by the rocks and ledges extending from both the N and S, leaving only a limited area for small boats to anchor. A rocky reef, partly bare at high water, extends SW from the N head and breaks the force of the swell from NW. In W weather the cove is wide open. Since Noyo River gives better protection, the cove is seldom used.

Laguna Point, 8.5 miles N of Point Cabrillo, is near the S end of Ten Mile River Beach. It is a small, projecting cliff, 30 feet high, flat-topped, and bare of trees for 600 yards. It is noticeable only when close inshore.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Alameda Commander
11th CG District (510) 437-3700
Alameda, CA

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

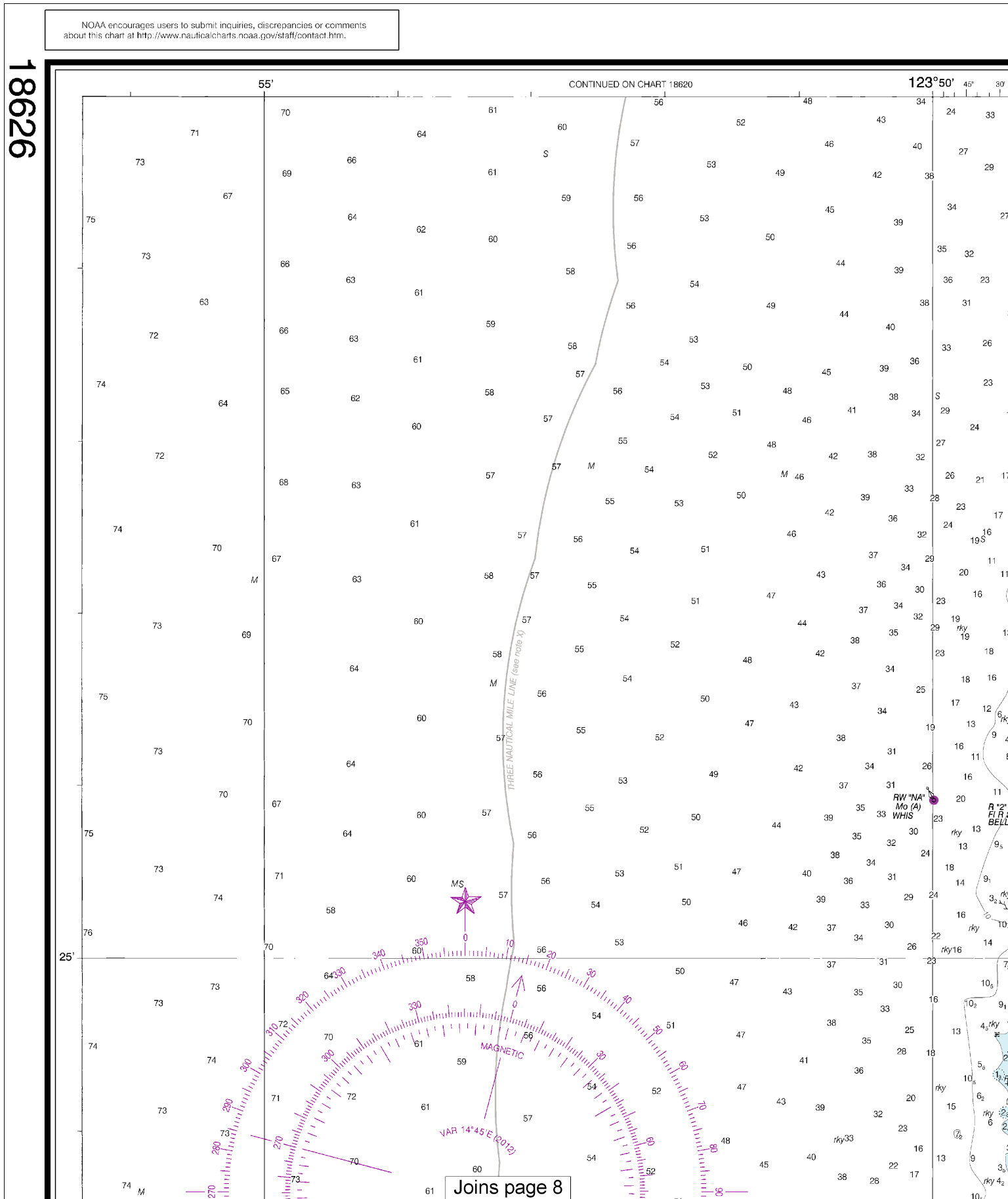
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

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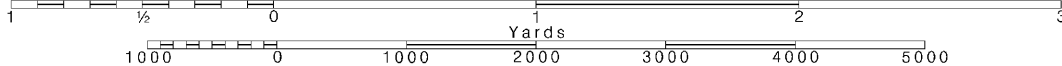
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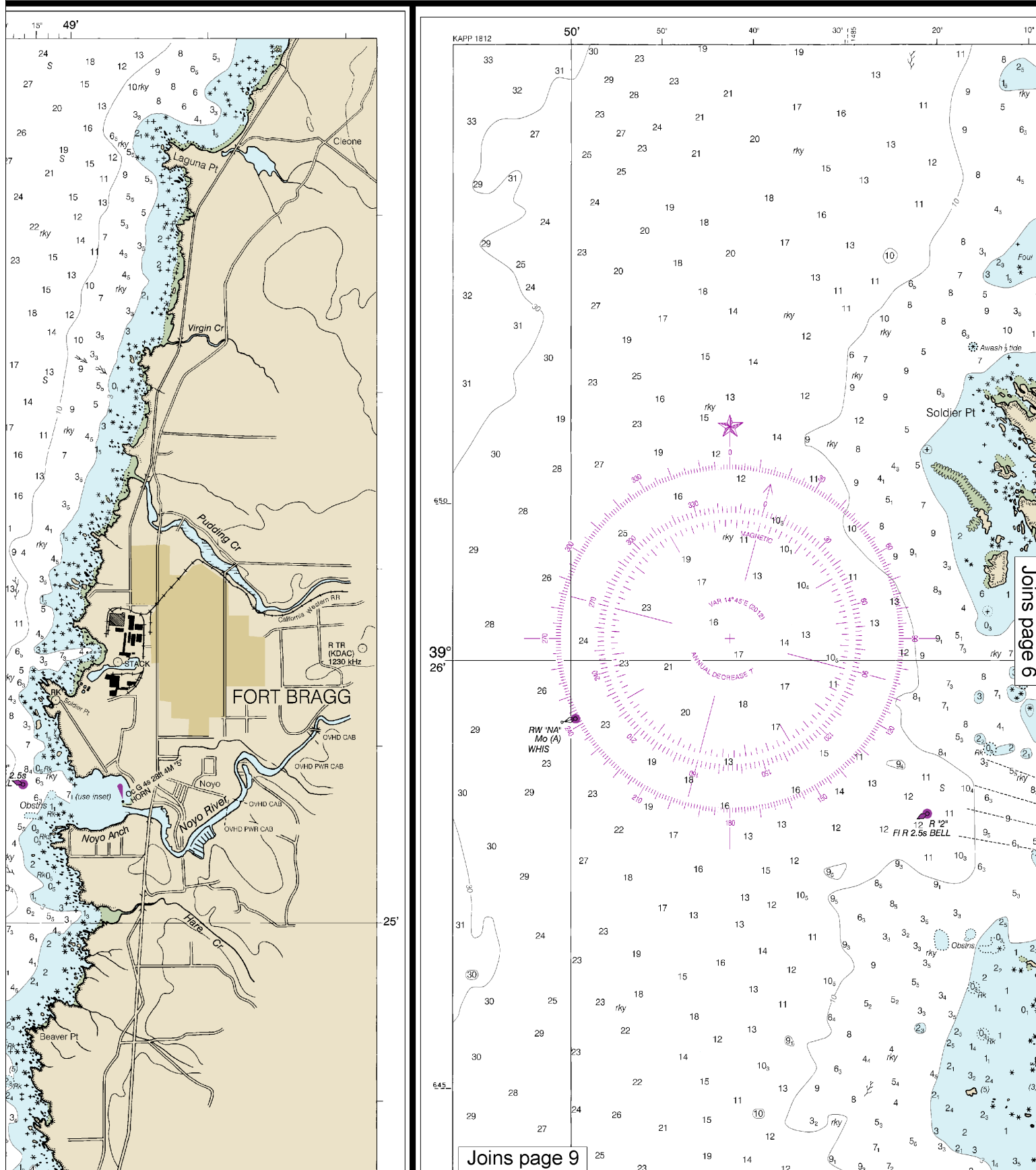
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

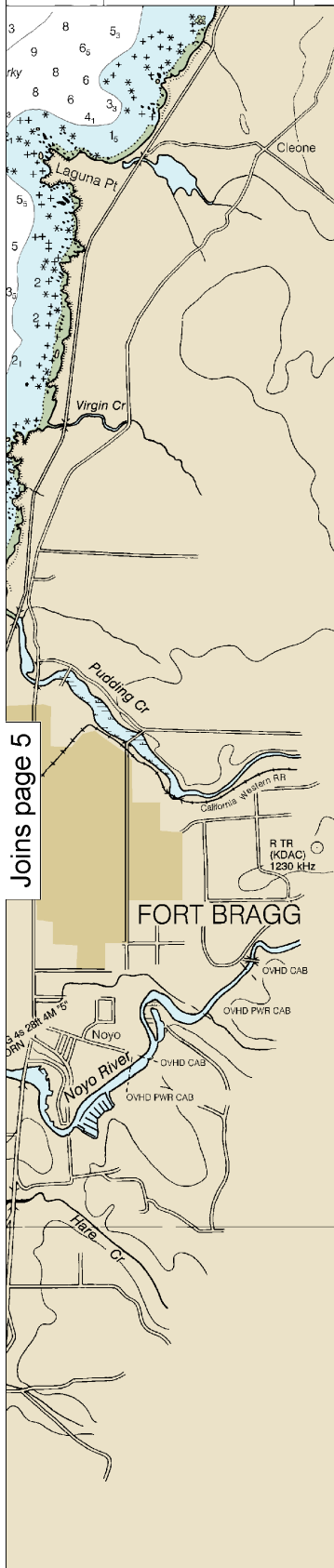
SCALE 1:40,000
Nautical Miles

See Note on page 5.

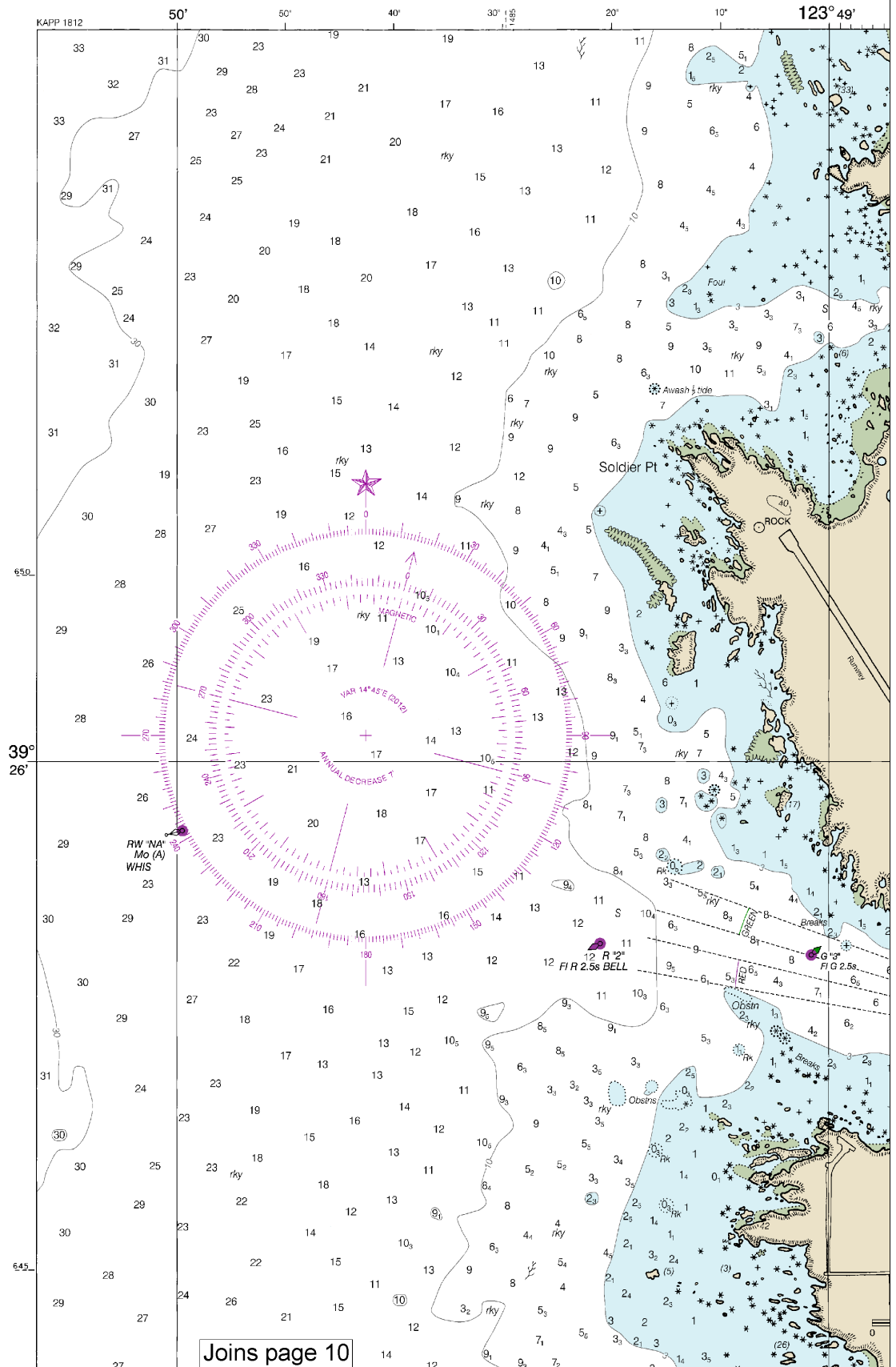




This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Joins page 5



Joins page 10

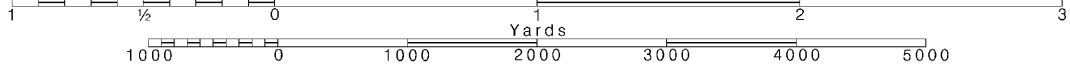
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

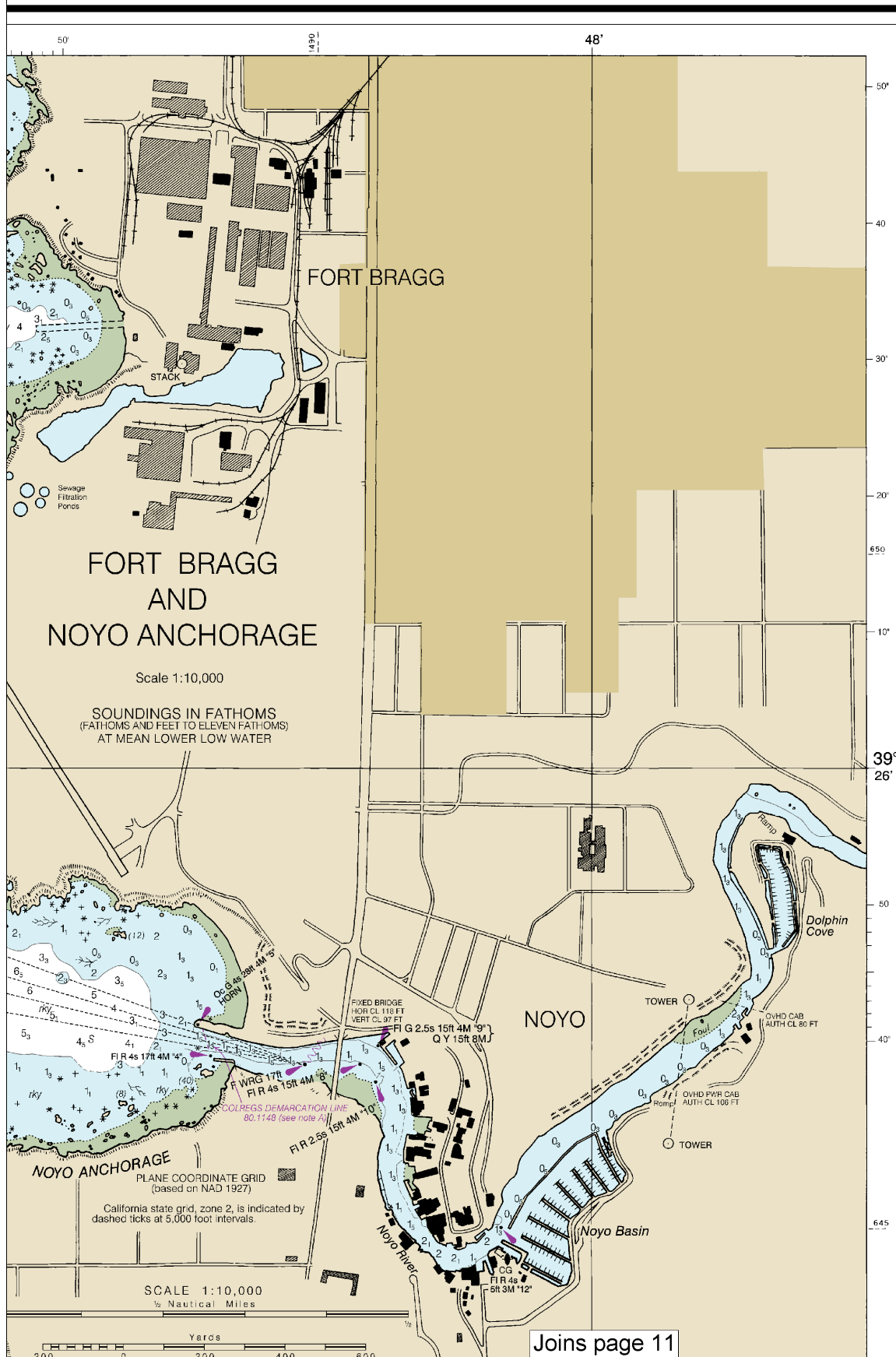
See Note on page 5.

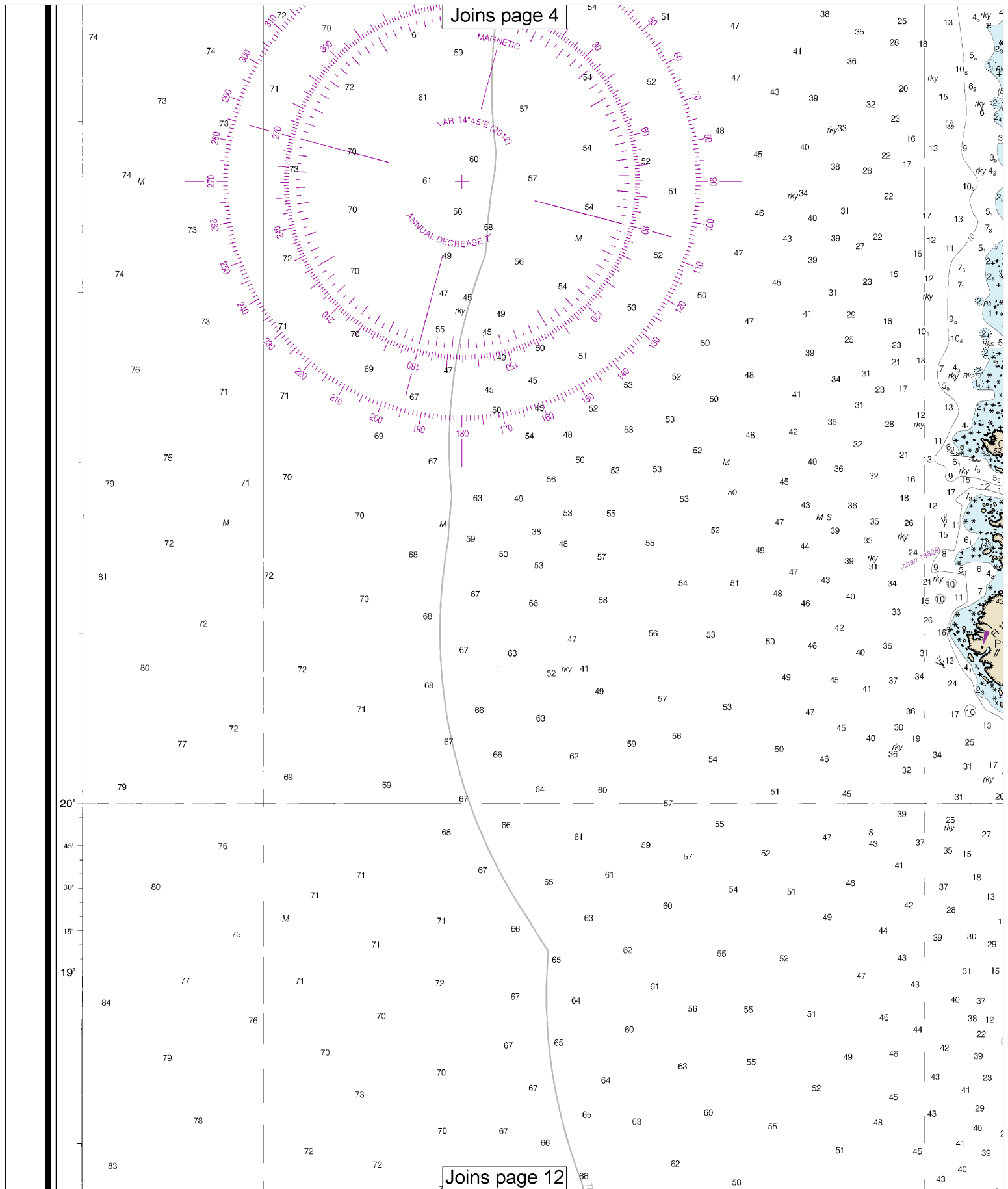


SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

18626





8

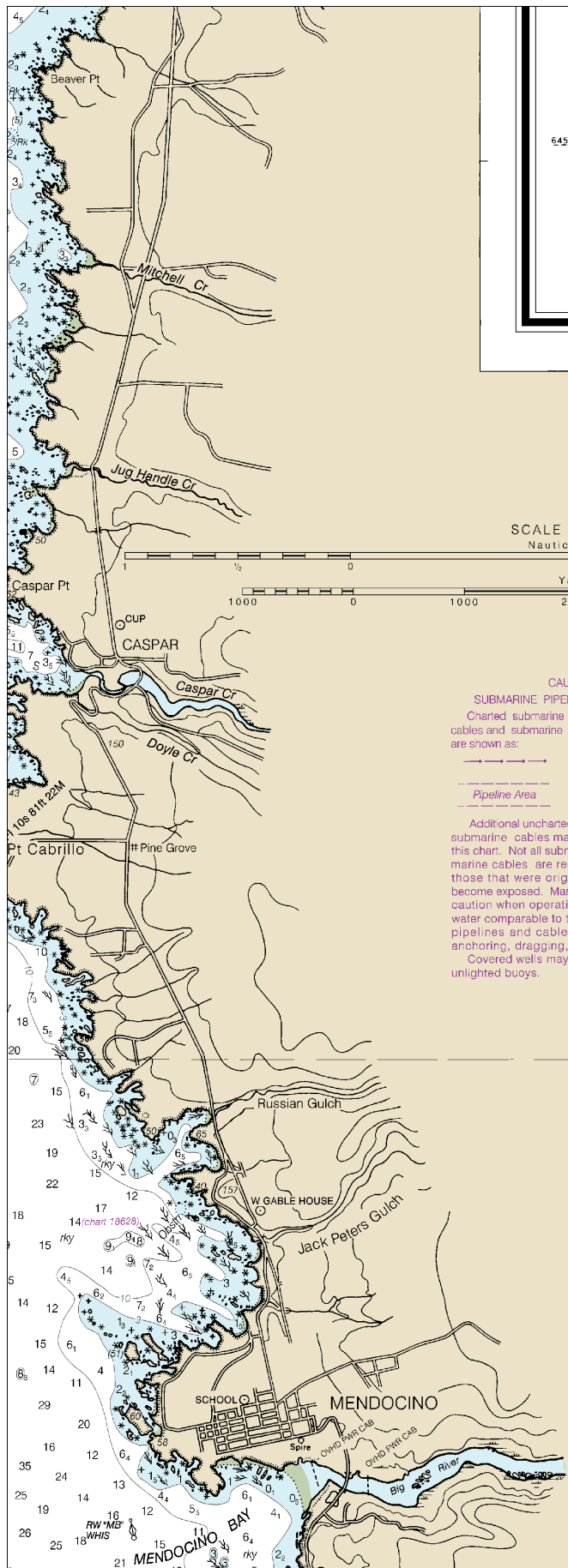
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Printed at reduced scale.

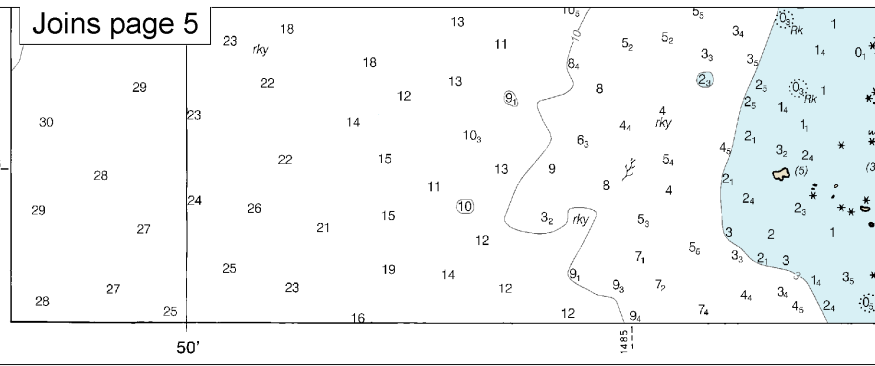
SCALE 1:40,000
Nautical Miles

See Note on page 5.





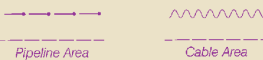
Joins page 5



SCALE 1:40,000
Nautical Miles

Yards

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

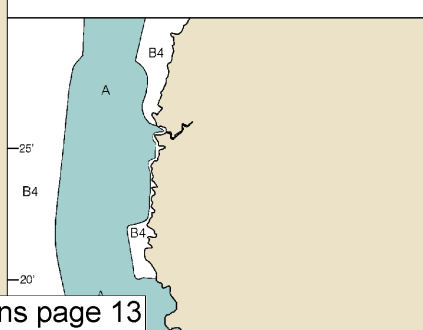
Covered wells may be marked by lighted or unlighted buoys.

SOURCE DIAGRAM

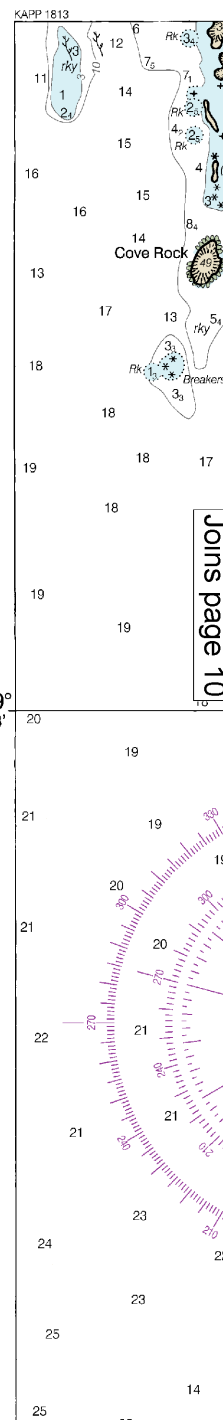
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

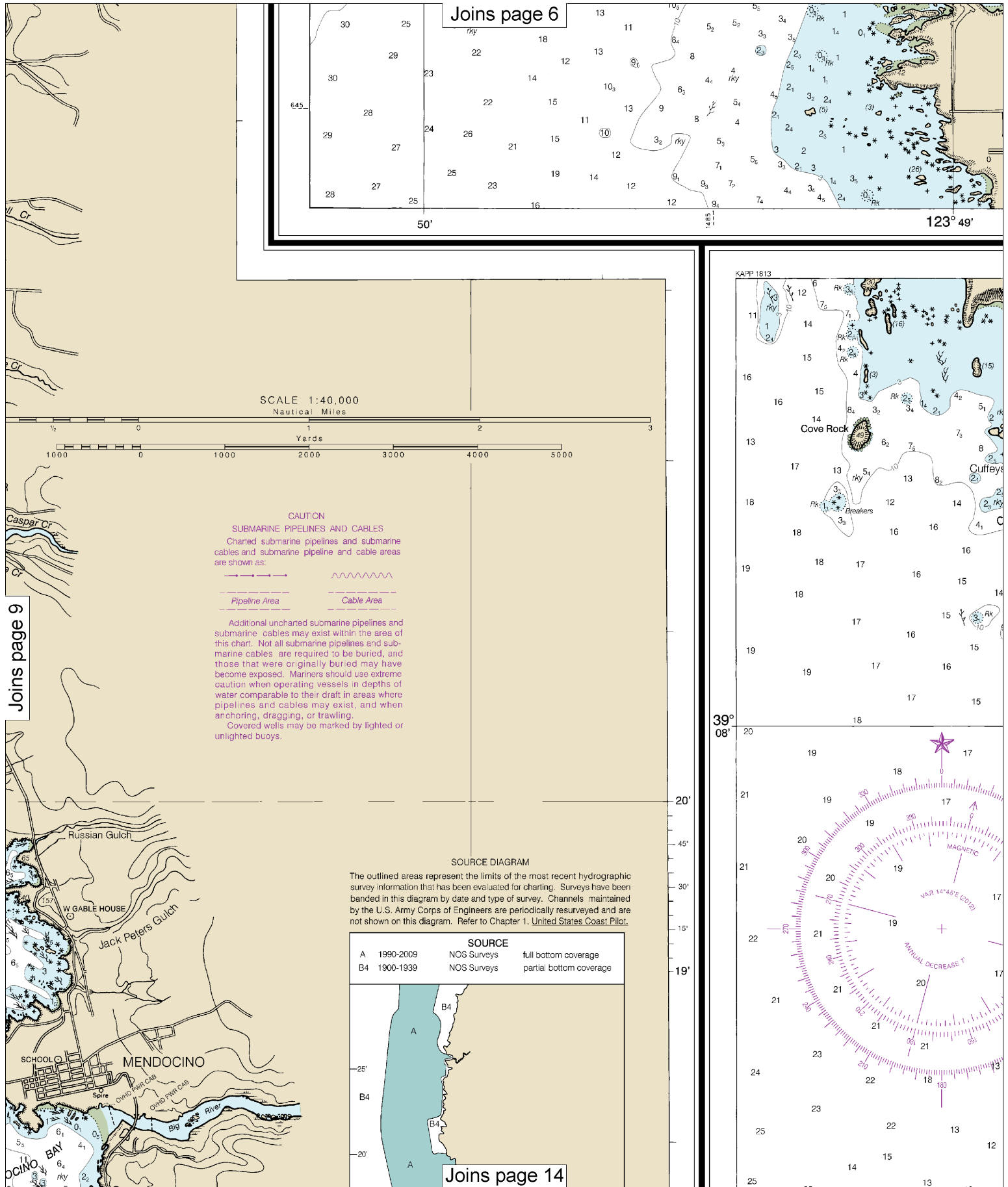
| | | | |
|----|-----------|-------------|-------------------------|
| A | 1990-2009 | NOS Surveys | full bottom coverage |
| B4 | 1900-1939 | NOS Surveys | partial bottom coverage |



Joins page 13



Joins page 10



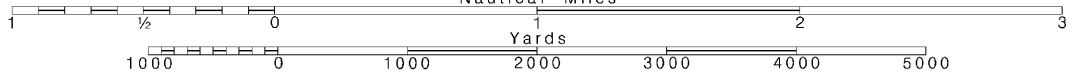
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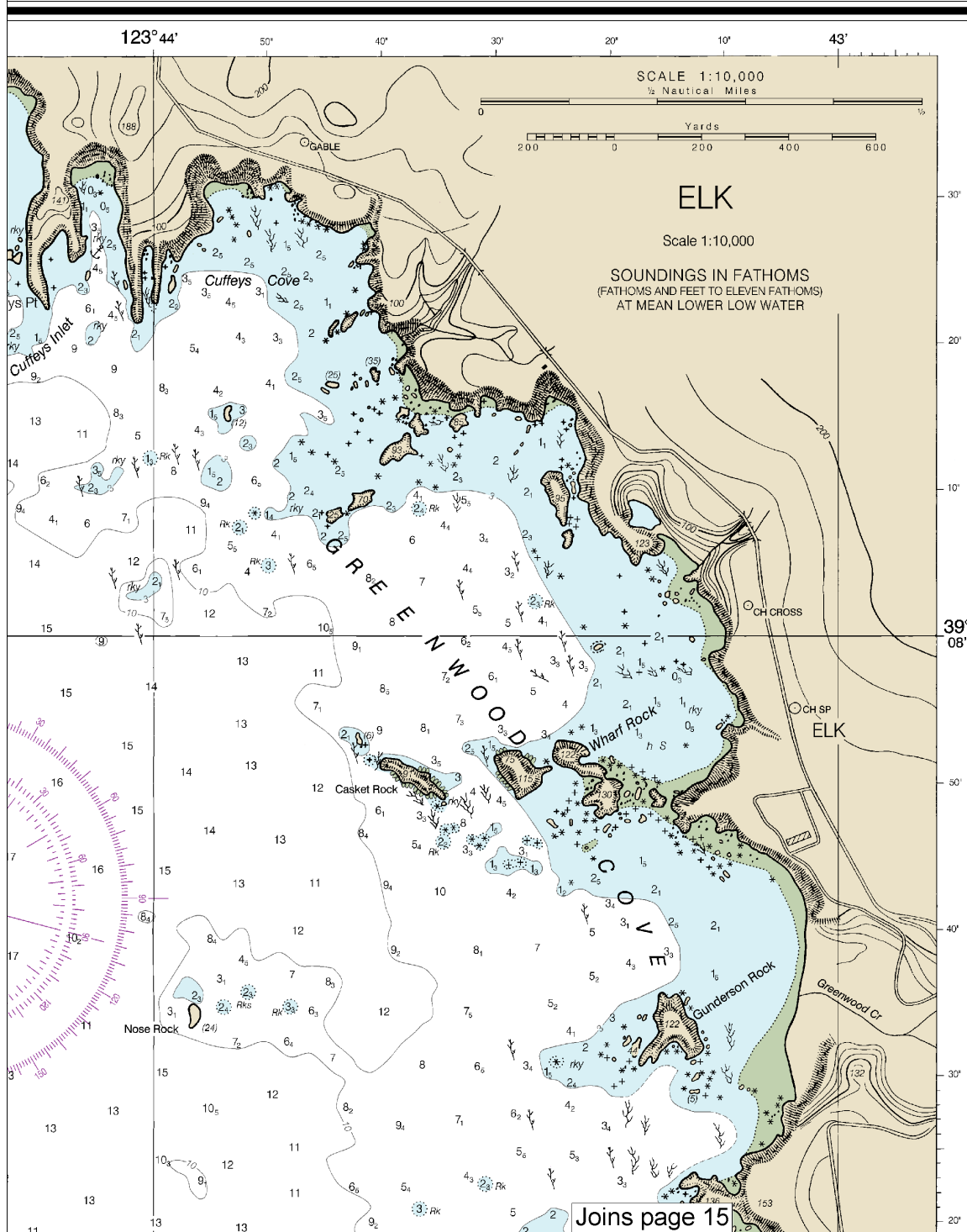
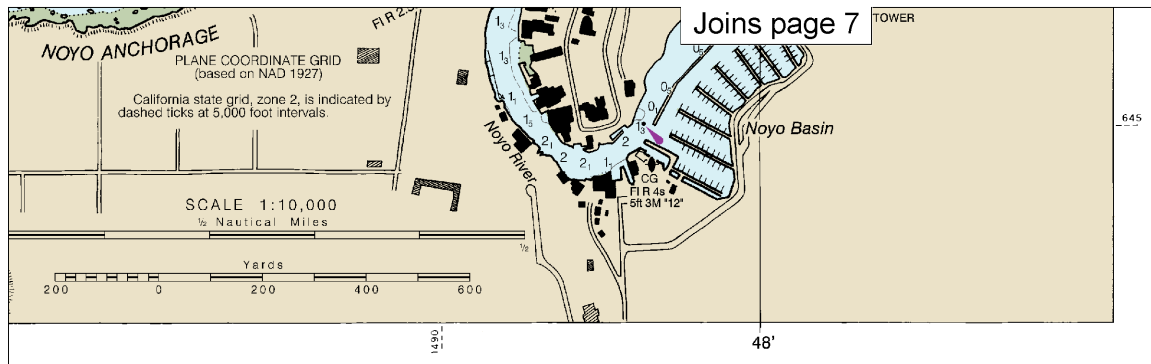
Note: Chart grid lines are aligned with true north.

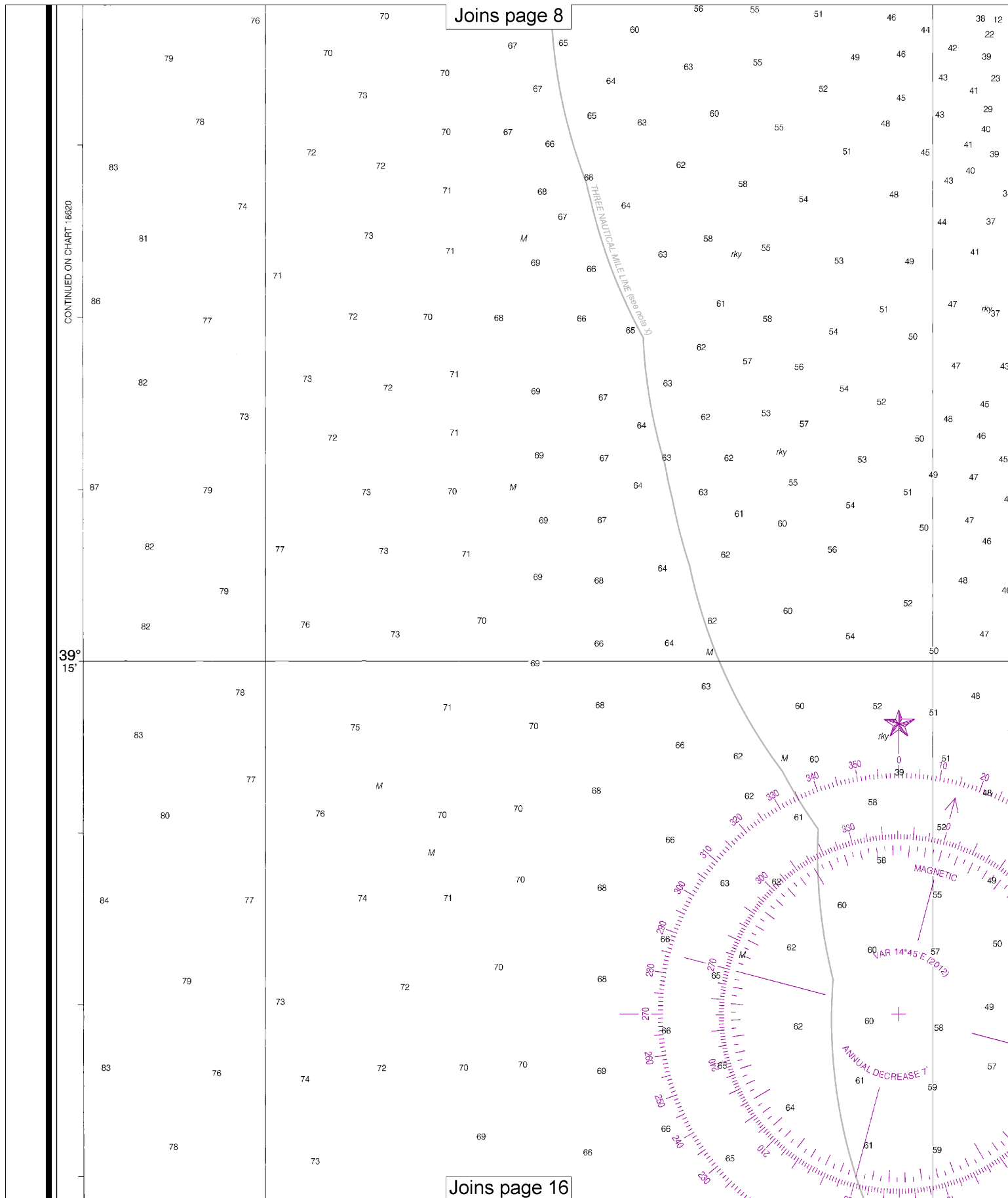
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







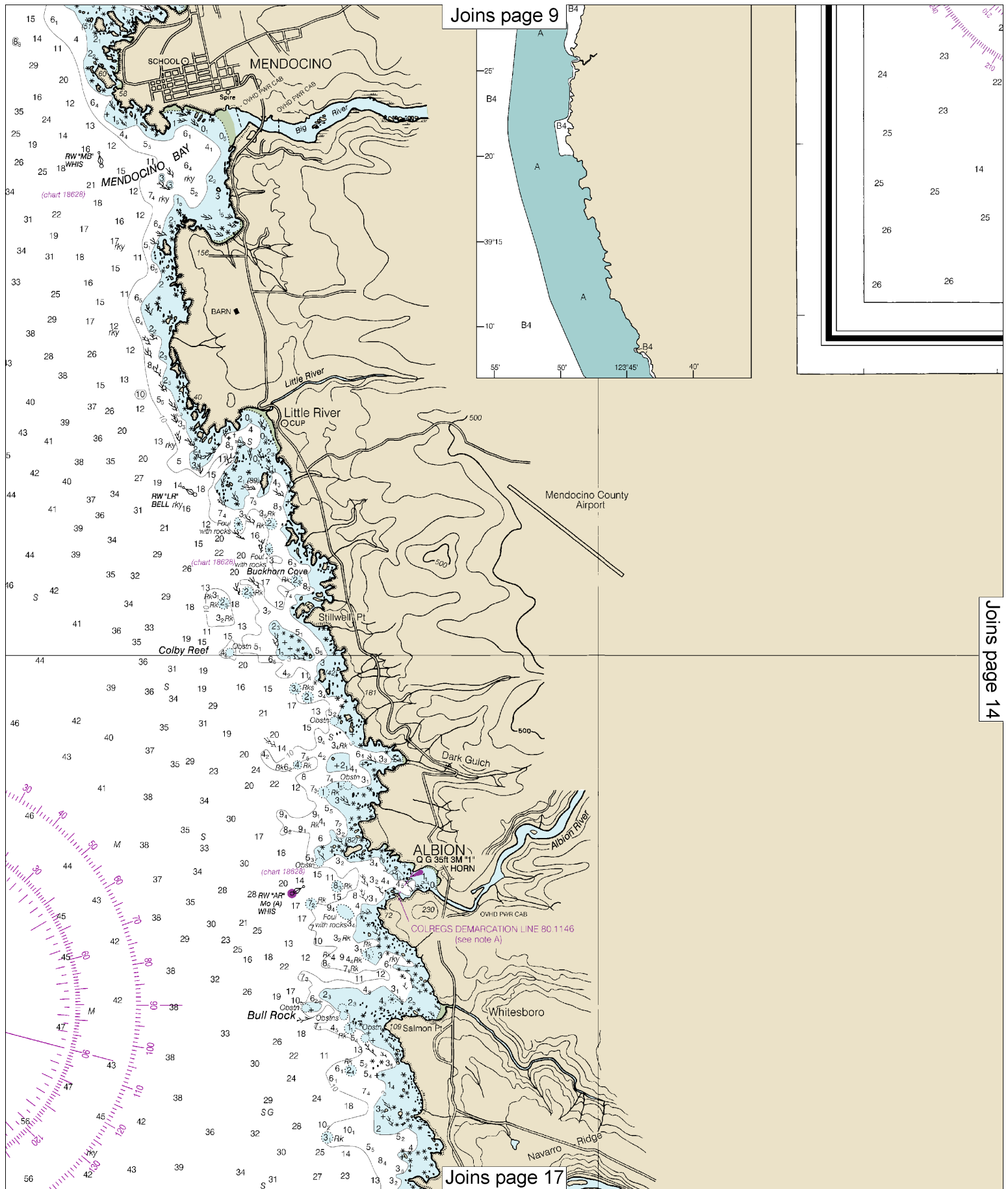
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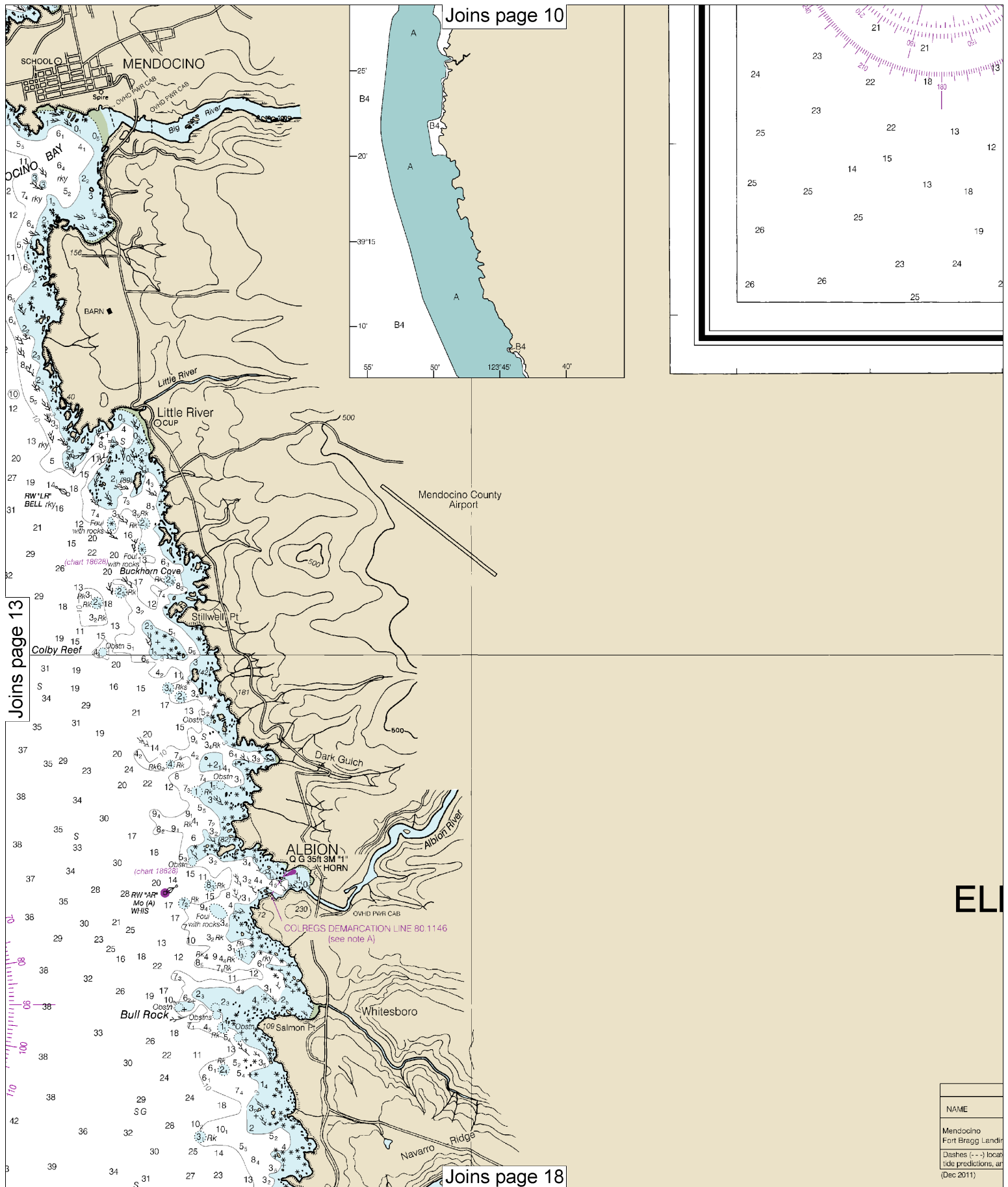
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

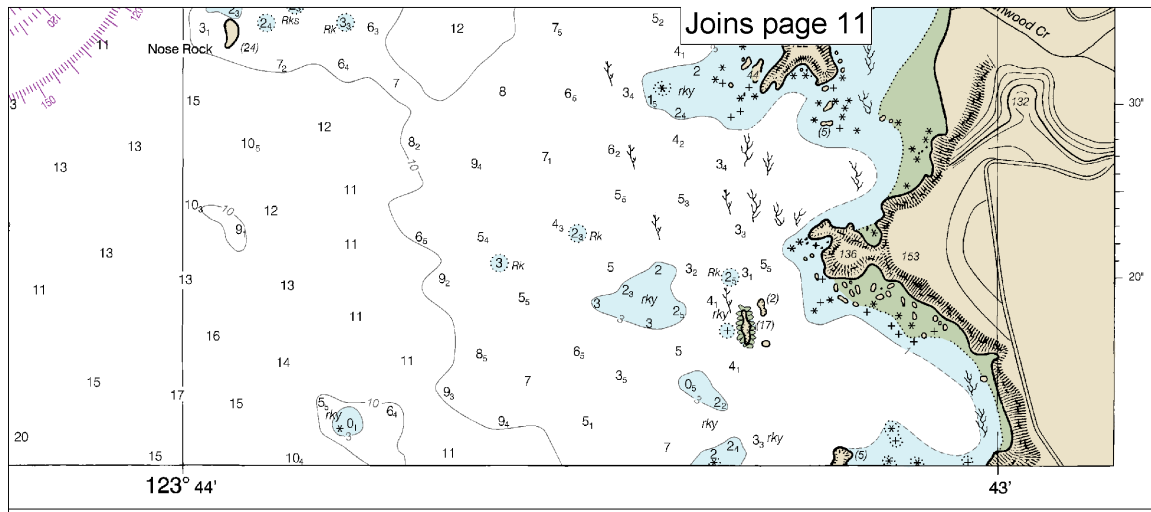
See Note on page 5.



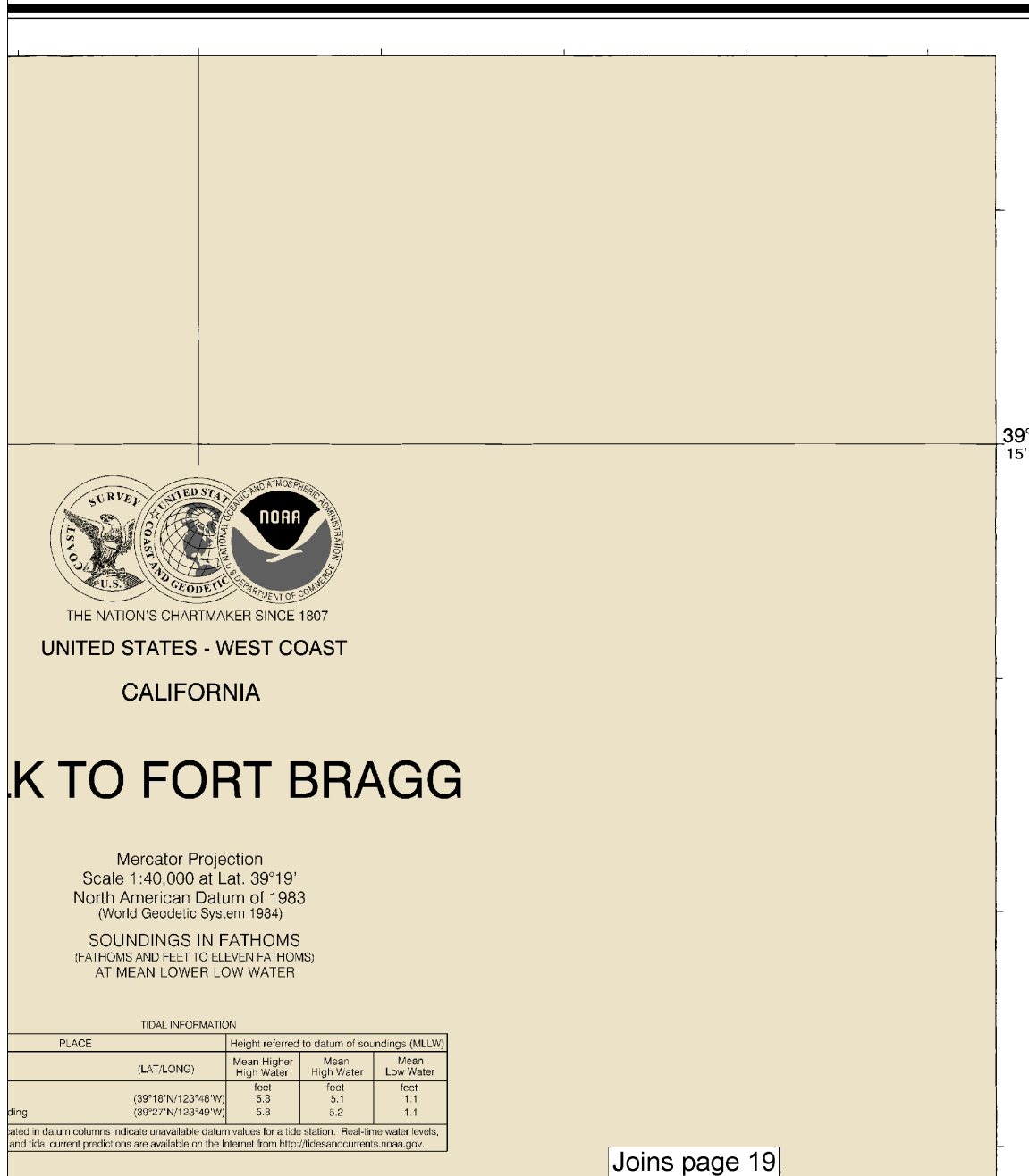


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| NAME |
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| Mendocino |
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| Dashes (---) locat |
| tide predictions, ar |
| (Dec 2011) |



GRIPPER



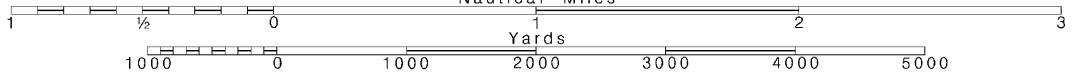
16th Ed., Dec. 2011. Last Correction: 4/24/2014. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

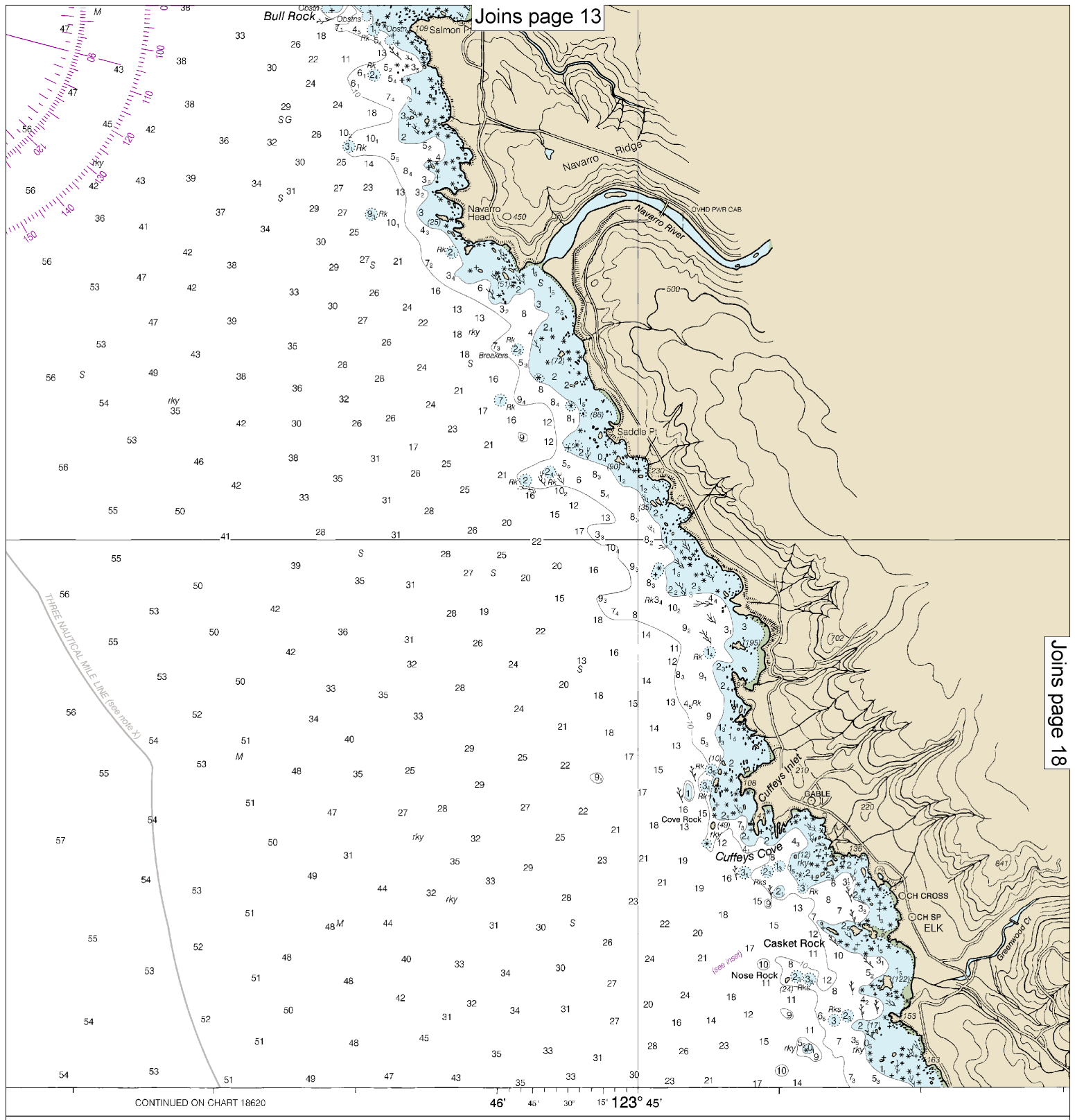
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.



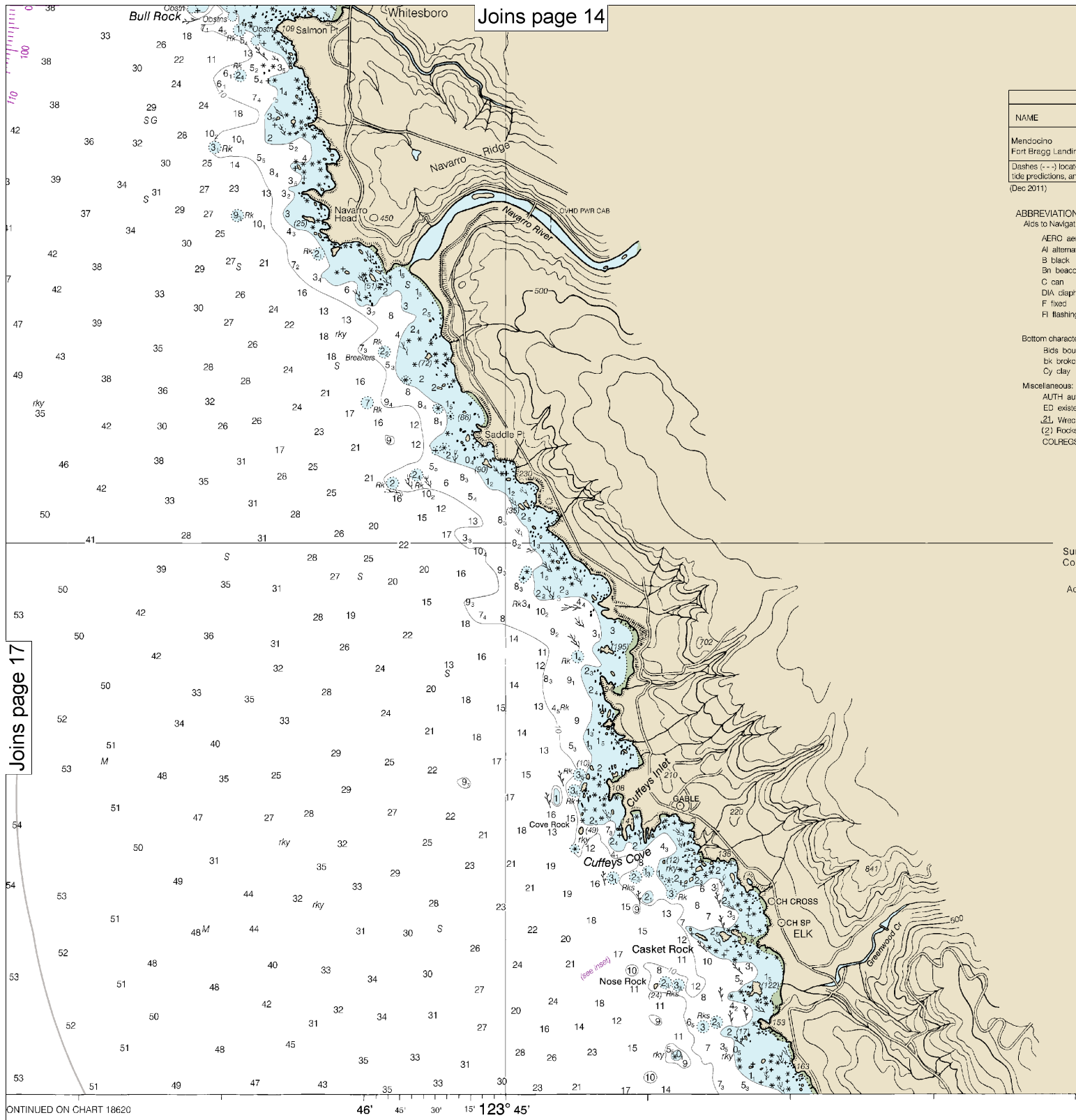


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Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

WARNING
The prudent mariner will not rely solely on
any single aid to navigation, particularly on
floating aids. See U.S. Coast Guard Light List
and U.S. Coast Pilot for details.

FA
S
M



| NAME |
|---|
| Mendocino |
| Fort Bragg Lander |
| Dashes (---) local tide predictions, and (Dec 2011) |

| ABBREVIATION |
|--------------------|
| Aids to Navigation |
| AERO ae |
| Al alternat |
| B black |
| Bn beac |
| C can |
| DIA diaph |
| F fixed |
| Fl flashing |

| Bottom character |
|------------------|
| Bds bou |
| bk broke |
| Cy clay |

| Miscellaneous: |
|----------------|
| AUTH au |
| ED exist |
| EL Wreac |
| (2) Rocks |
| COLREGS |

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 U.S. DEPARTMENT OF COMMERCE
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 COAST SURVEY

WARNING
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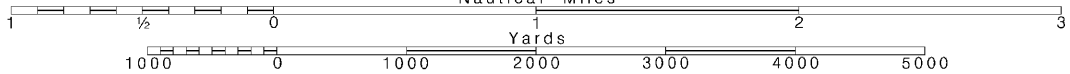
| FATHOMS | 1 | 2 | 3 | 4 |
|---------|---|----|----|----|
| FEET | 6 | 12 | 18 | 24 |
| METERS | 1 | 2 | 3 | 4 |

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.



SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

| PLACE (LAT/LONG) | Height referred to datum of soundings (MLLW) | | |
|-------------------------|--|--------------------|-------------------|
| | Mean Higher High Water | Mean High Water | Mean Low Water |
| | feet | feet | feet |
| (39°18'N/123°48'W) | 5.8 | 5.1 | 1.1 |
| (39°27'N/123°49'W) | 5.8 | 5.2 | 1.1 |

ated in datum columns indicate unavailable datum values for a tide station. Real-time water levels, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

DNS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
ation (lights are white unless otherwise indicated):

| | | | |
|-------------|--------------------------|------------------------|--------------------|
| eronautical | G green | Mo moose code | R TR radio tower |
| rating | IQ interrupted quick | N nun | Rot rotating |
| | iso isophase | OBSC obscured | s seconds |
| icon | LT HO lighthouse | Oc occulting | SEC sector |
| | M nautical mile | Or orange | St M statute miles |
| phone | m minutes | Q quick | VQ very quick |
| | MICRO TR microwave tower | R red | W white |
| ing | Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | | R Bn radiobeacon | Y yellow |

| | | | | |
|--------------|-----------|---------|-------------|-----------|
| acteristics: | Co coral | gy gray | Oys oysters | so soft |
| builders | G gravel | h hard | Rk rock | Sh shells |
| icon | Grs grass | M mud | S sand | sy sticky |

st:
authorized Obstr obstruction PD position doubtful Subm submerged
stones doubtful PA position approximate Rep reported
eck, rock, obstruction, or shoal swept clear to the depth indicated.
ps that cover and uncover, with heights in feet above datum of soundings.
GS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: - - - - -

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast
survey, with additional data from the Corps of Engineers, and U.S.
Coast Guard.

Additional information can be obtained at nauticalcharts.noaa.gov.

CAUTION

Temporary changes or defects in aids to
navigation are not indicated on this chart. See
Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for
supplemental information concerning aids to
navigation.

CAUTION

Only marine radiobeacons have been calibrated for
surface use. Limitations on the use of certain other radio
signals as aids to marine navigation can be found in the U.S.
Coast Guard Light Lists and National Geospatial-Intelligence
Agency Publication 117.

Radio direction-finder bearings to commercial broad-
casting stations are subject to error and should be used
with caution.

Station positions are shown thus:
⊙ (Accurate location) ○ (Approximate location)

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important
supplemental information.

NOTE X

Within the 12-nautical mile Territorial Sea established by Presidential Proclamation,
some Federal laws apply. The Three Nautical Mile Line, previously identified as the
outer limit of the territorial sea, is retained as it continues to depict the jurisdictional
limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast
of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in
most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the
jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical
mile Exclusive Economic Zone were established by Presidential Proclamation.
Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject
to modification.

NOTE A

Navigation regulations are published in Chapter 2, U.S.
Coast Pilot 7. Additions or revisions to Chapter 2 are pub-
lished in the Notice to Mariners. Information concerning the
regulations may be obtained at the Office of the Commander,
11th Coast Guard District in Long Beach, CA or at the
Office of the District Engineer, Corps of Engineers in
San Francisco, California.
Refer to charted regulation section numbers.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229.
Additional information concerning the regulations and requirements for use of the
sites may be obtained from the Environmental Protection Agency (EPA). See
U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to
the survey dates may have reduced the depths shown.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the
National Response Center via 1-800-424-8802 (toll free), or
to the nearest U.S. Coast Guard facility if telephone com-
munication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many
floating aids to navigation. Individual radar
reflector identification on these aids has been
omitted from this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed
below provide continuous weather broadcasts.
The reception range is typically 20 to 40
nautical miles from the antenna site, but can be
as much as 100 nautical miles for stations at
high elevations.

Eureka, CA KEC-82 162.400 MHz WX2
Point Arena, CA KIH-30 162.550 MHz WX1

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum
of 1983 (NAD 83) which for charting purposes is considered equivalent
to the World Geodetic System 1984 (WGS 84). Geographic positions
referred to the North American Datum of 1927 must be corrected an
average of 0.310" southward and 4.078" westward to agree with this
chart.

10'

40'

1062.8 X 745.8 mm

Elk to Fort Bragg
SOUNDINGS IN FATHOMS - SCALE 1:40,000

18626



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

| | | |
|---|---|---|
| Nautical chart related products and information | — | http://www.nauticalcharts.noaa.gov |
| Interactive chart catalog | — | http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml |
| Report a chart discrepancy | — | http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx |
| Chart and chart related inquiries and comments | — | http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs |
| Chart updates (LNM and NM corrections) | — | http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html |
| Coast Pilot online | — | http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm |
| Tides and Currents | — | http://tidesandcurrents.noaa.gov |
| Marine Forecasts | — | http://www.nws.noaa.gov/om/marine/home.htm |
| National Data Buoy Center | — | http://www.ndbc.noaa.gov/ |
| NowCoast web portal for coastal conditions | — | http://www.nowcoast.noaa.gov/ |
| National Weather Service | — | http://www.weather.gov/ |
| National Hurricane Center | — | http://www.nhc.noaa.gov/ |
| Pacific Tsunami Warning Center | — | http://ptwc.weather.gov/ |
| Contact Us | — | http://www.nauticalcharts.noaa.gov/staff/contact.htm |



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.